

# BookletChart™

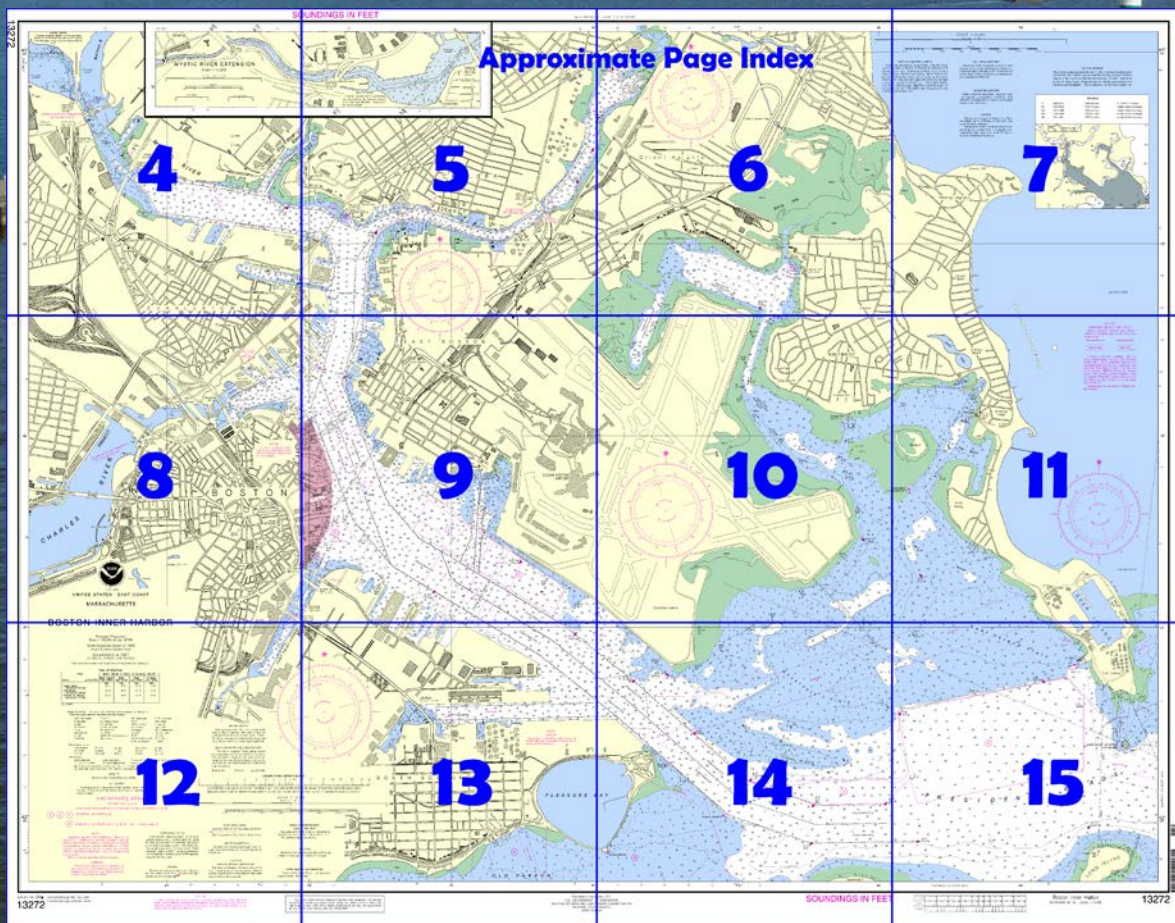
## Boston Inner Harbor NOAA Chart 13272



*A reduced-scale NOAA nautical chart for small boaters*  
*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the  
National Oceanic and Atmospheric Administration  
National Ocean Service  
Office of Coast Survey  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13272>



#### (Selected Excerpts from Coast Pilot)

**Pleasure Bay**, just westward of Castle Island, is closed by an earth-filled dam extending from the southern end of the island to the jetty light southeastward of **City Point**.

**Reserved Channel**, 0.5 mile northwestward of Castle Island, is a dredged unmarked channel which leads westward from the Boston Main Channel for about 1 mile. In 2007-2008, the channel had a controlling depth of 34.8 feet. A fixed bridge near the

head of the dredged channel has reported clearances of 40 feet (horizontal) and 6 feet (vertical).

There are modern and extensive freight terminals on the north and south sides of Reserved Channel; these facilities were described earlier in this chapter under Wharves, Boston Harbor.

**Fort Point Channel** separates Boston proper from South Boston. A dredged channel leads from the entrance to the Summer Street Bridge. In 1981, the controlling depth was 11 feet to the Northern Avenue Bridge; thence in 1978, 15 feet to the Summer Street Bridge, except for shoaling to 14 feet at the east abutment of the Northern Avenue Bridge. Using the chart, Fort Point Channel is navigable to just below Dorchester Avenue Bridge. Vessels bound for Fort Point Channel may require the assistance of a tug.

Fort Point Channel navigable section is crossed by four bridges. Northern Avenue Bridge, at the entrance, has a swing span with a clearance of 7 feet. Deeper water is found under the east draw. (See **117.1 through 117.59 and 117.599**, chapter 2, for drawbridge regulations.) Moakley bridge, a highway bridge just above the Northern Avenue bridge, has a fixed span with a clearance of 16 feet. The Congress Street Bridge has a fixed span with a clearance of 6 feet, and the Summer Street Bridge has a fixed span with a clearance of 8 feet.

**Anchorage.**—A **special anchorage** is on the west side of the entrance to Fort Point Channel. (See **110.1 and 110.30 (m)**, chapter 2, for limits and regulations.)

**Charles River**, on the western side of the harbor between Boston proper and Charlestown, is the approach by water to **Cambridge** and **Watertown**. The entrance of the river to the Charlestown Bridge, the first bridge, has a controlling depth of 25.9 feet. A wreck, covered 32 feet, is near the middle of the entrance and an obstruction, covered 13 feet, is near the southern limit of the channel, 240 yards east of the bridge.

**Charles River Dam** is about 0.55 mile above the entrance to the river. The dam has three locks; the large north lock has a usable length of 300 feet and width of 40 feet with 14 feet over the sill; the other two locks have usable lengths of 200 feet with widths of 25 feet and 6 feet over the sills. An overhead walkway with a monorail beneath it across the downstream end of the locks has a least clearance of 26 feet. A second dam is about 1 mile above the entrance. The dam has a single lock with usable dimensions of 350 feet length and 45 feet width with 17 feet over the sill. The lock is no longer in use and is maintained in the open position. (See **207.10**, chapter 2, for regulations governing the use, administration, and navigation of the locks.) The controlling depth between the two dams is 15 feet.

A "no wake" **speed limit** is enforced between the entrance to Charles River and the Charles River Dam.

Charles River above the dams is maintained at a height of 7.2 feet above mean low water. In 1964, it was reported that there was a controlling depth of 15 feet to Arsenal Street Bridge, thence 3 feet for 2 miles to the head of navigation at Galen Street Bridge in **Watertown**. In 1976, shoaling to 1 foot was reported about 0.5 mile upstream from the Arsenal Street Bridge. In 1979, it was reported that 5 feet could be carried by favoring the north bank. Mariners are advised to use caution while navigating in this area. The river above the dams is used by many yachts and small craft. No toll is charged for passage through the locks. There are four yacht clubs on the river, some college sailing and rowing clubs, a large marina below the dams and two public float landings above the dams. Pumpout facilities are available at Cambridge and Watertown.

Above the upper dam, Charles River is crossed by 12 fixed bridges. The Longfellow Bridge just above

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston	Commander	
	1st CG District	(617) 223-8555
	Boston, MA	



# Table of Selected Chart Notes

## Pump-out facilities

### NOTE B

An Act of Congress, Public Law 90-312, declared the waterfront area shown in magenta to be nonnavigable.

### MALDEN RIVER

The controlling depth was 5 feet for a width of 100 feet to Revere Beach Pkwy Bridge; thence 4 feet for a width of 100 feet to Medford St Bridge 5140 feet upstream.

Jul-Aug 2005

### MYSTIC AND MALDEN RIVERS

Channel legends, depths, and bridge clearances above the locks are referred to Normal Pool Elevation, which is 6.2 feet above MLLW.

### HEIGHTS

Heights in feet above Mean High Water.

### MYSTIC AND MALDEN RIVERS

Channel legends, depths, and bridge clearances above the locks are referred to Normal Pool Elevation, which is 6.2 feet above MLLW.

### NOTED CAUTION

Area is open to unrestricted surface navigation but all vessels are to use extreme caution not to anchor within Tunnel Areas.

### Mercator Projection

Scale 1:10,000 at Lat. 42°22'

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET  
AT MEAN LOWER LOW WATER

### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

### RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

### CAUTION

Fixed and floating obstructions, some submerged, may exist within the magenta tinted bridge construction area. Mariners are advised to proceed with caution.

### AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.351' northward and 1.819' eastward to agree with this chart.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### CAUTION

#### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Boston, MA	KHB-35	162.475 MHz
Essex Marine, MA	WNG-574	162.425 MHz

### CAUTION

#### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

### NOTE Z

#### NO-DISCHARGE ZONE, 40 CFR 140

Under the Clean Water Act, Section 312, all vessels operating within a No-Discharge Zone (NDZ) are completely prohibited from discharging any sewage, treated or untreated, into the waters. All vessels with an installed marine sanitation device (MSD) that are navigating, moored, anchored, or docked within a NDZ must have the MSD disabled to prevent the overboard discharge of sewage (treated or untreated) or install a holding tank. Regulations for the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.

Refer to charted regulation section numbers.

### SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

### AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

### TIDAL INFORMATION

PLACE		Height referred to datum of soundings (MLLW)		
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Charlestown	(42°22'N/71°03'W)	feet 10.2	feet 9.5	feet 0.3
Chelsea St. Bridge	(42°23'N/71°01'W)	10.3	9.9	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the internet from <http://tidesandcurrents.noaa.gov>. (Feb 2012)

## ANCHORAGE AREAS

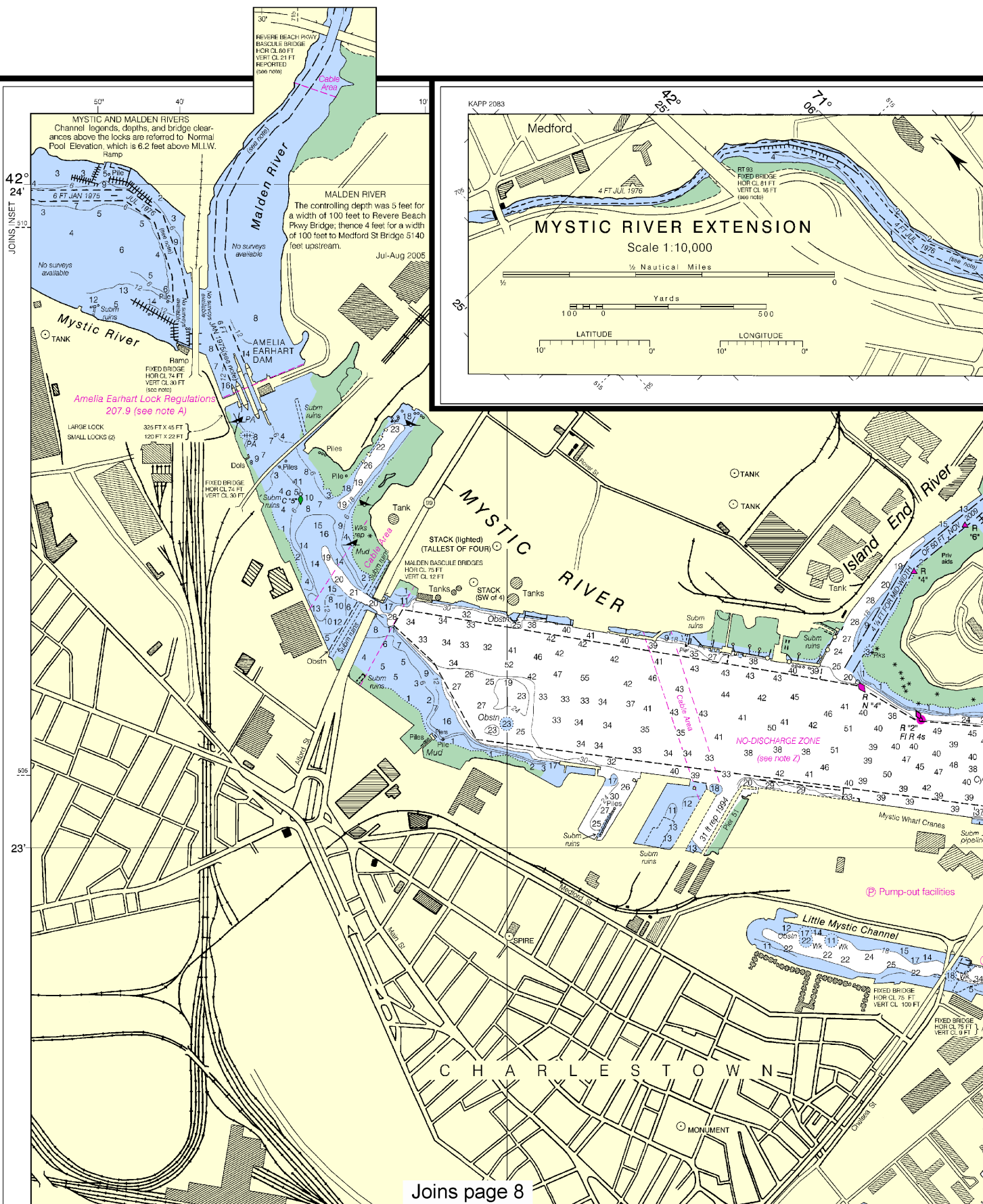
110.138 (see note A)

Limits and designations of anchorage areas are shown in magenta.

GENERAL ANCHORAGE

1 2 4

13272



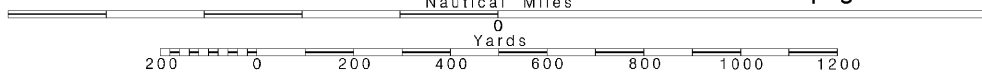
4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

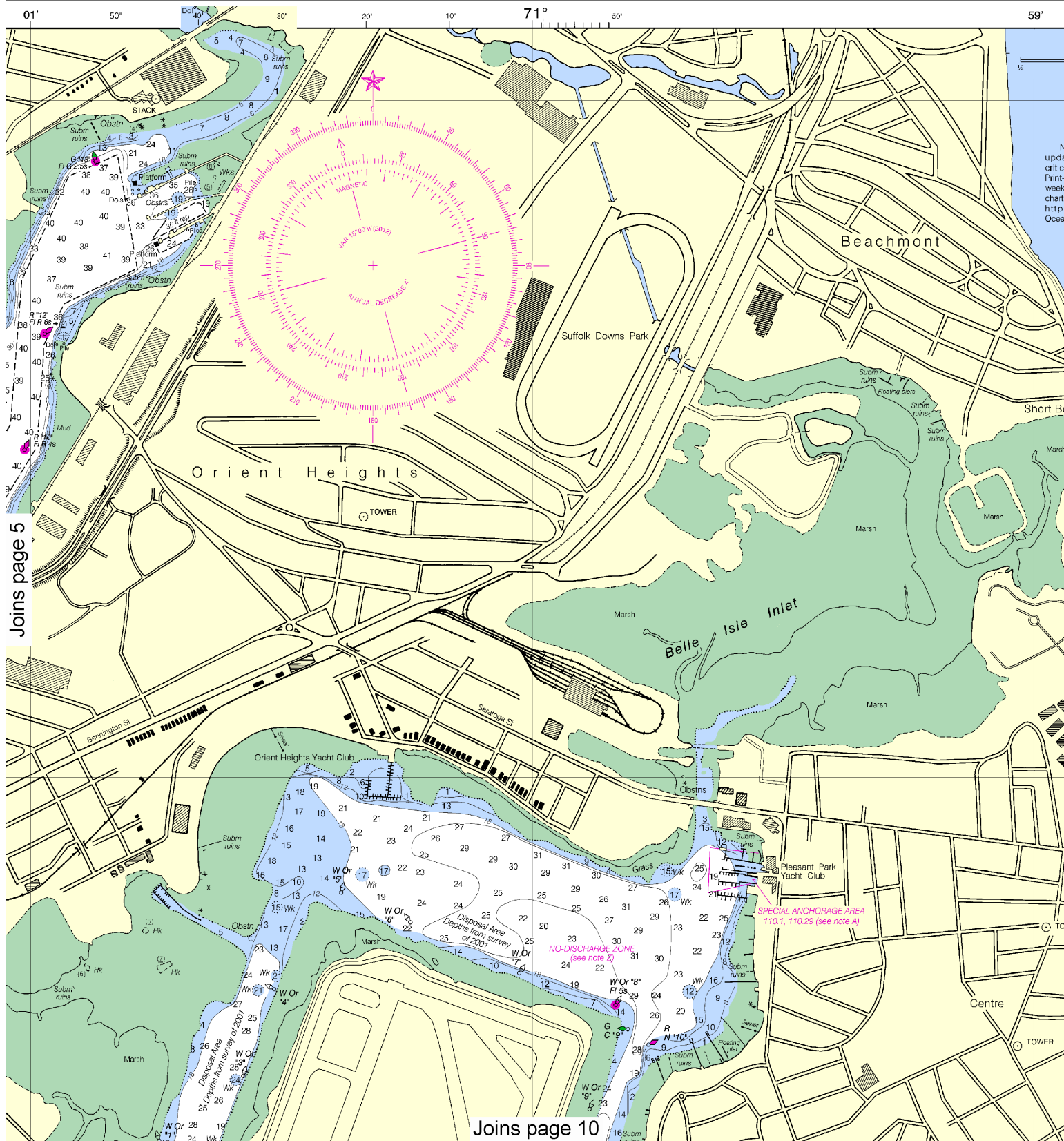
SCALE 1:10,000

See Note on page 5.



This BookletChart was reduced to 70% of the original chart scale. The new scale is 1:14286. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.





6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

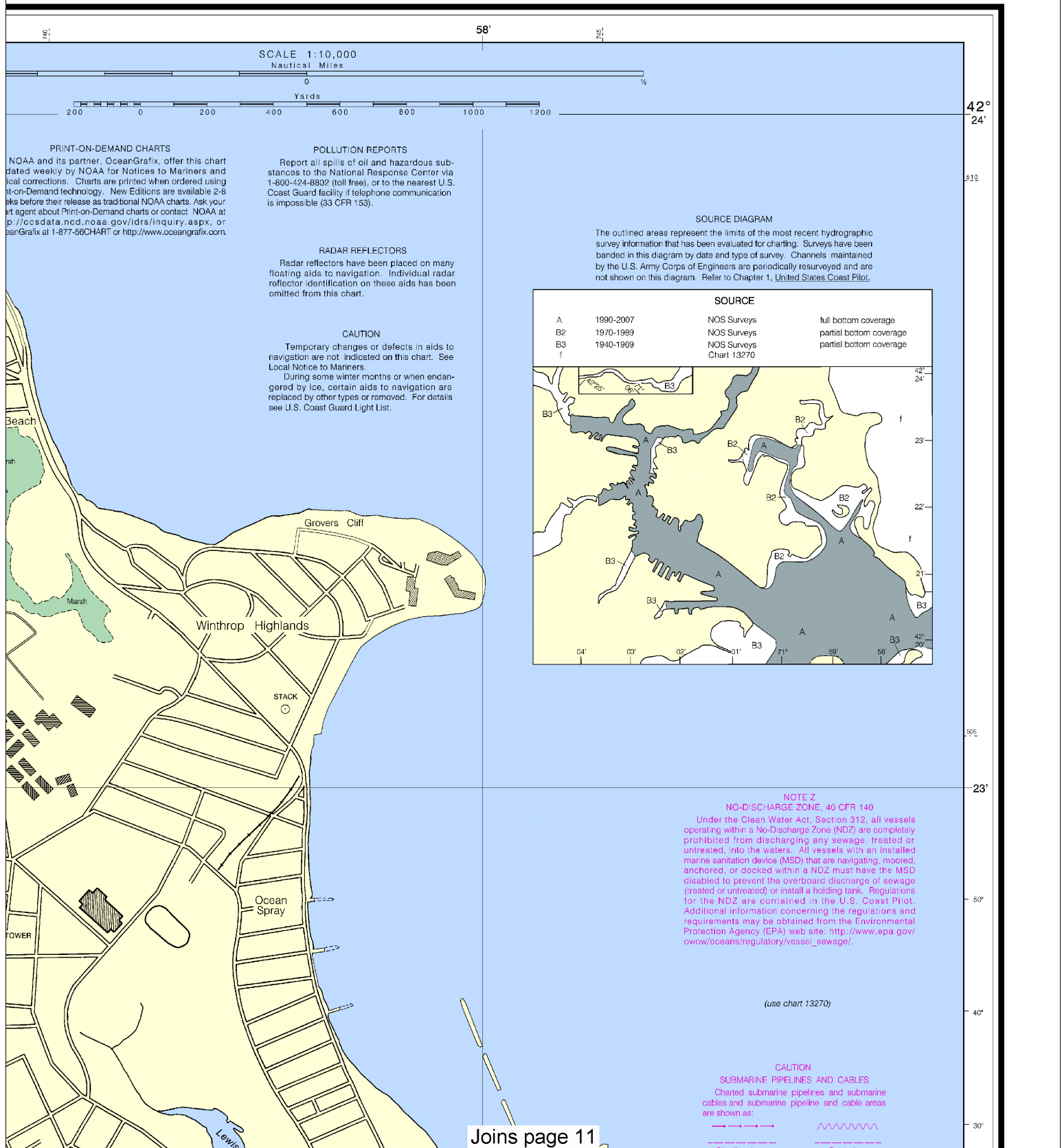
See Note on page 5.

Nautical Miles

Yards

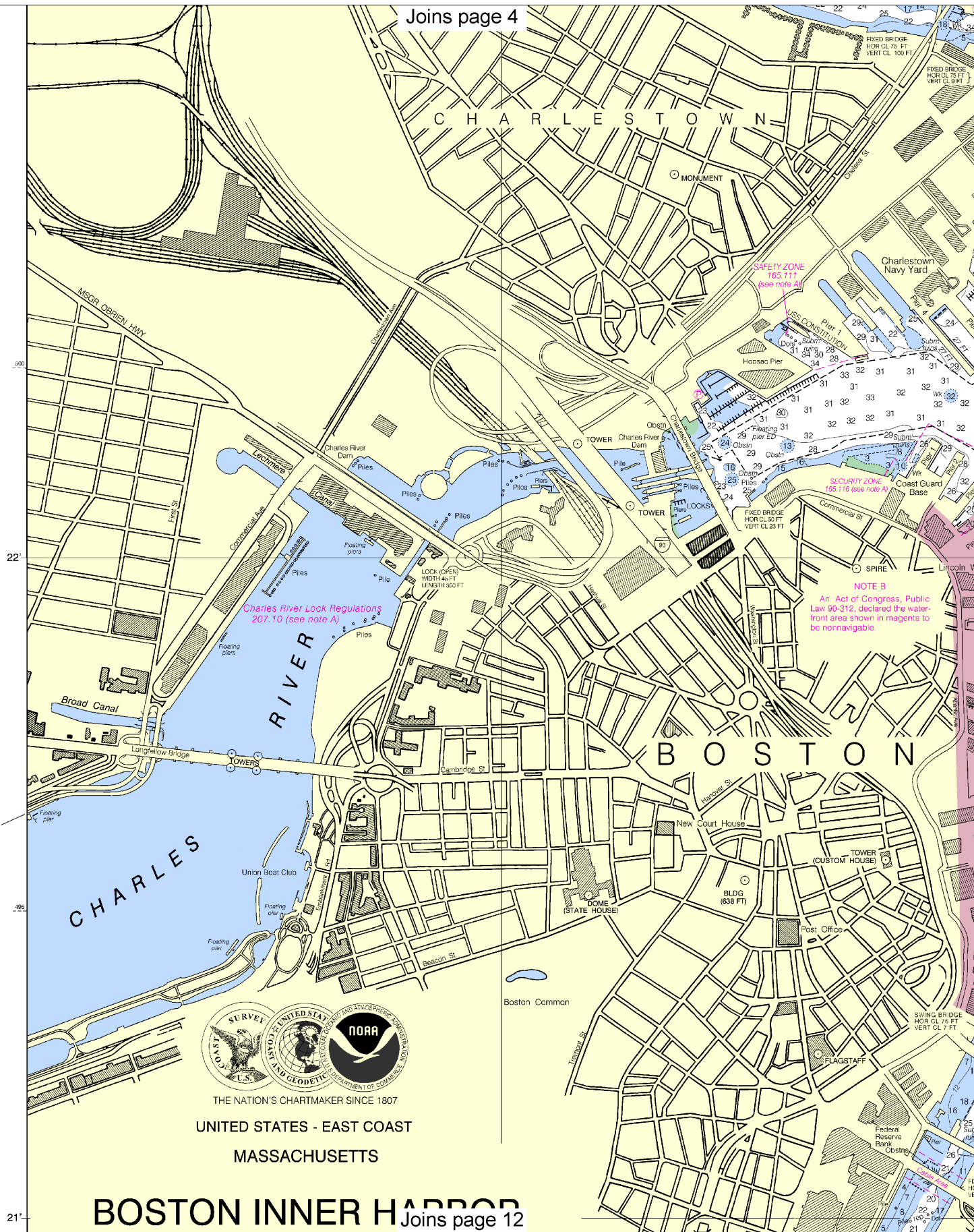
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# SOUNDINGS IN FEET





Joins page 4



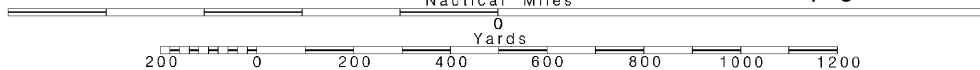
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Note: Chart grid lines are aligned with true north.

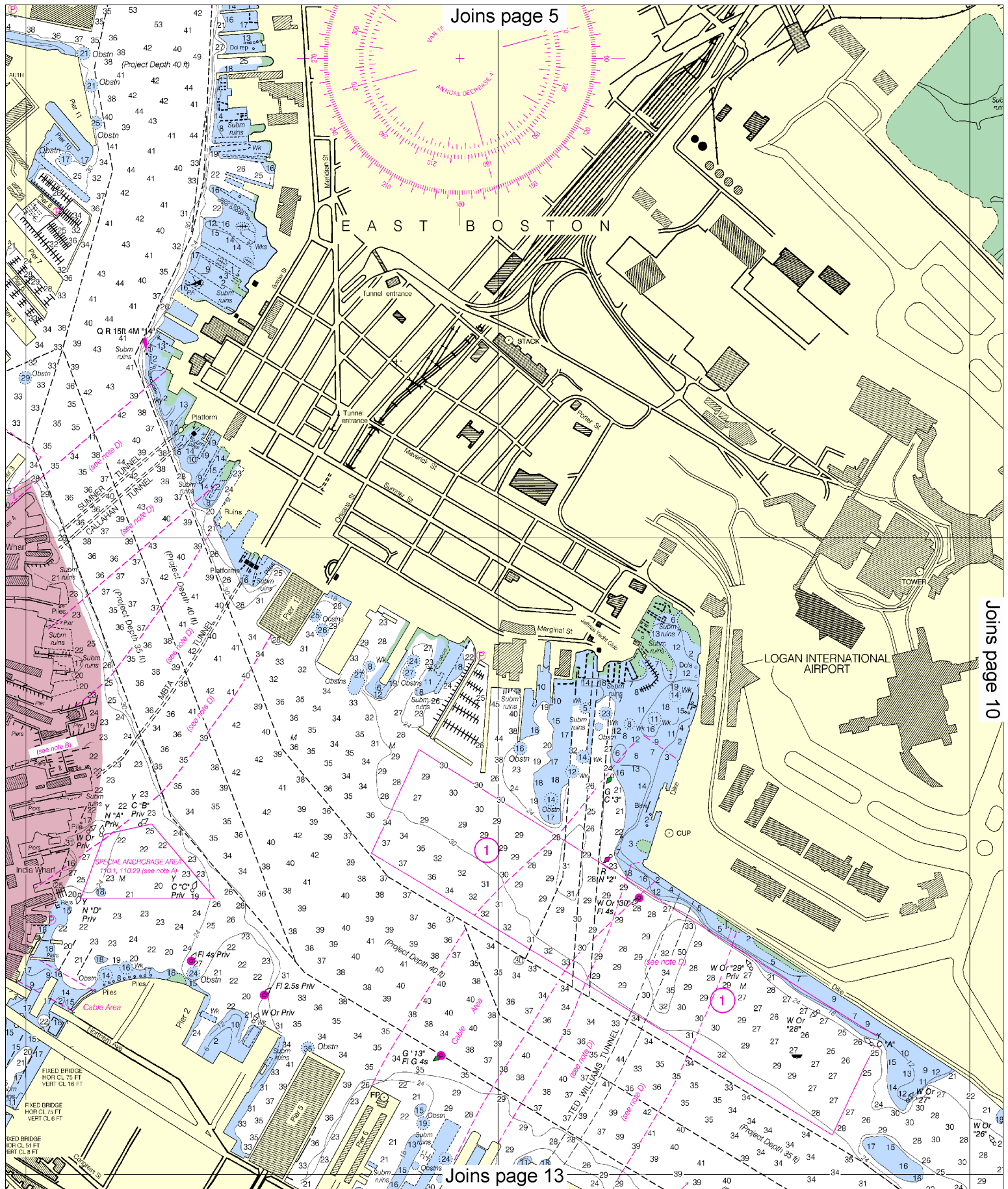
Printed at reduced scale.

~~SCALE 1:10,000~~  
Nautical Miles

See Note on page 5.







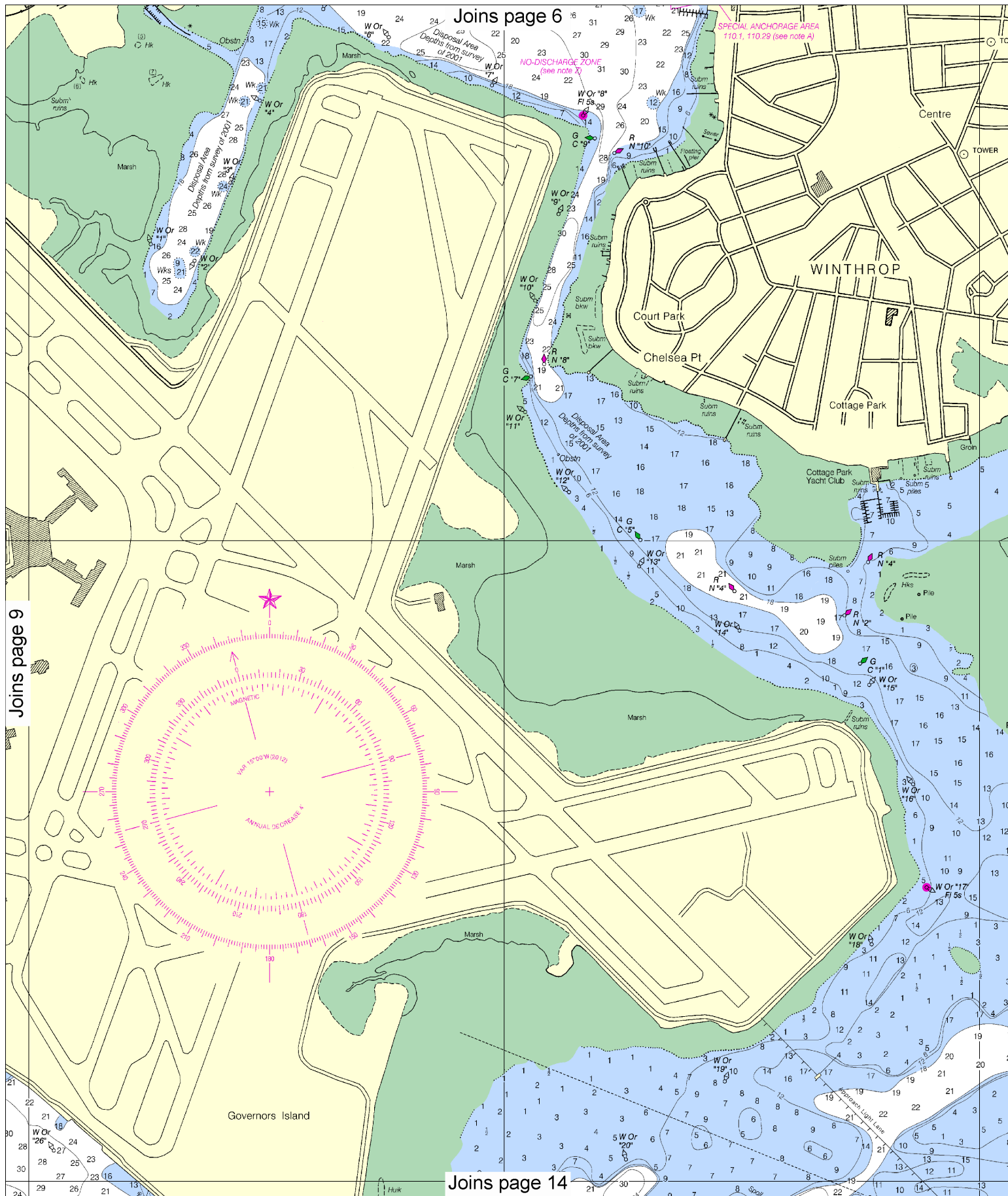
Joins page 5

EAST BOSTON

LOGAN INTERNATIONAL AIRPORT

Joins page 13

Joins page 10



10

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.

Nautical Miles

Yards

200 0 200 400 600 800 1000 1200



For the NDZ are contained in the U.S. Coast Pilot. Additional information concerning the regulations and requirements may be obtained from the Environmental Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/regulatory/vessel\\_sewage/](http://www.epa.gov/owow/oceans/regulatory/vessel_sewage/).

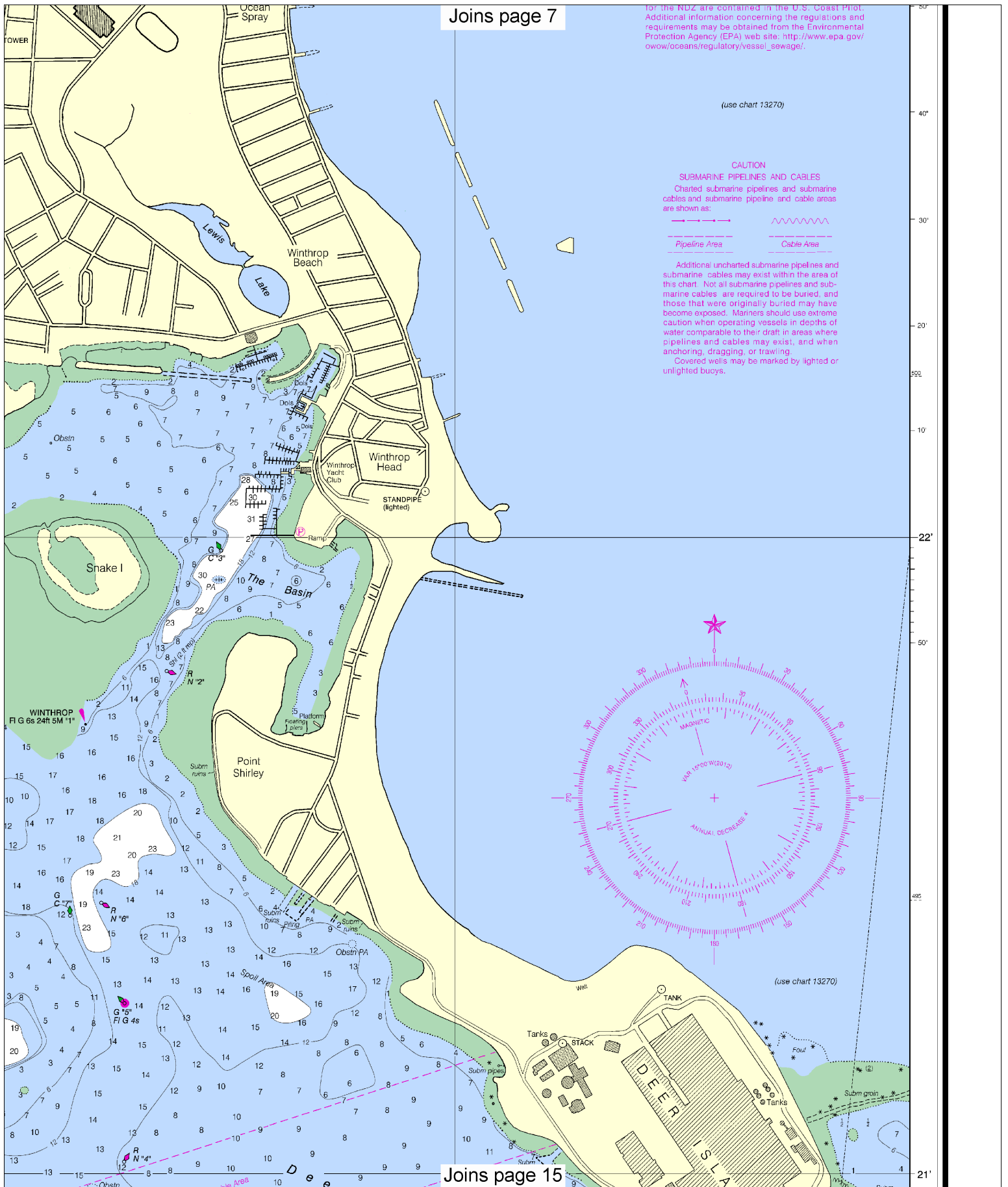
(use chart 13270)

# CAUTION

**SUBMARINE PIPELINES AND CABLES**  
Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

 Pipeline Area  
 Cable Area

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THE NATION'S CHARTMAKER SINCE 1807  
 UNITED STATES - EAST COAST  
 MASSACHUSETTS

# BOSTON INNER HARBOR

Mercator Projection  
 Scale 1:10,000 at Lat. 42°22'

North American Datum of 1983  
 (World Geodetic System 1984)

SOUNDINGS IN FEET  
 AT MEAN LOWER LOW WATER

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

TIDAL INFORMATION				
PLACE	Height referred to datum of soundings (MLLW)			
NAME	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water
Charlestown	(42°22'N/71°03'W)	feet	feet	feet
Chelsea St. Bridge	(42°23'N/71°01'W)	10.2	9.5	0.3
		10.3	9.9	0.3

Dashes (---) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.  
 (Feb 2012)

## ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo Morse code	R TR radio tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	ISO isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	OC occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	C quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mir marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

## Bottom characteristics:

Bls boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Gr grass	M mud	S sand	sy sticky

## Miscellaneous:

AUTH authorized	Obst obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.  
 (2) Rocks that cover and uncover with heights in feet above datum of soundings.

## HEIGHTS

Heights in feet above Mean High Water.

## AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, and U.S. Coast Guard.

## ANCHORAGE AREAS

110.138 (see note A)

Limits and designations of anchorage areas are shown in magenta.

1 2 4 GENERAL ANCHORAGE

## NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 1. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 1st Coast Guard District in Boston, MA or at the Office of the District Engineer, Corps of Engineers in Concord, MA.  
 Refer to charted regulation section numbers.

## WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

## HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.351" northward and 1.619" eastward to agree with this chart.

## CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

## AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

## CAUTION

### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

## PLANE COOR

(based on 1 Massachusetts State dashed ticks at 5,000 foot. The last three digits are

## SUPPLEMENTAL

Consult U.S. Coast supplemental information

52nd Ed., Apr. / 12 ■ Corrected through NM Apr. 7/12  
 Corrected through LNM Mar. 27/12

13272

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

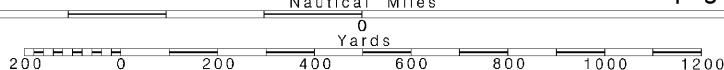
12

Note: Chart grid lines are aligned with true north.

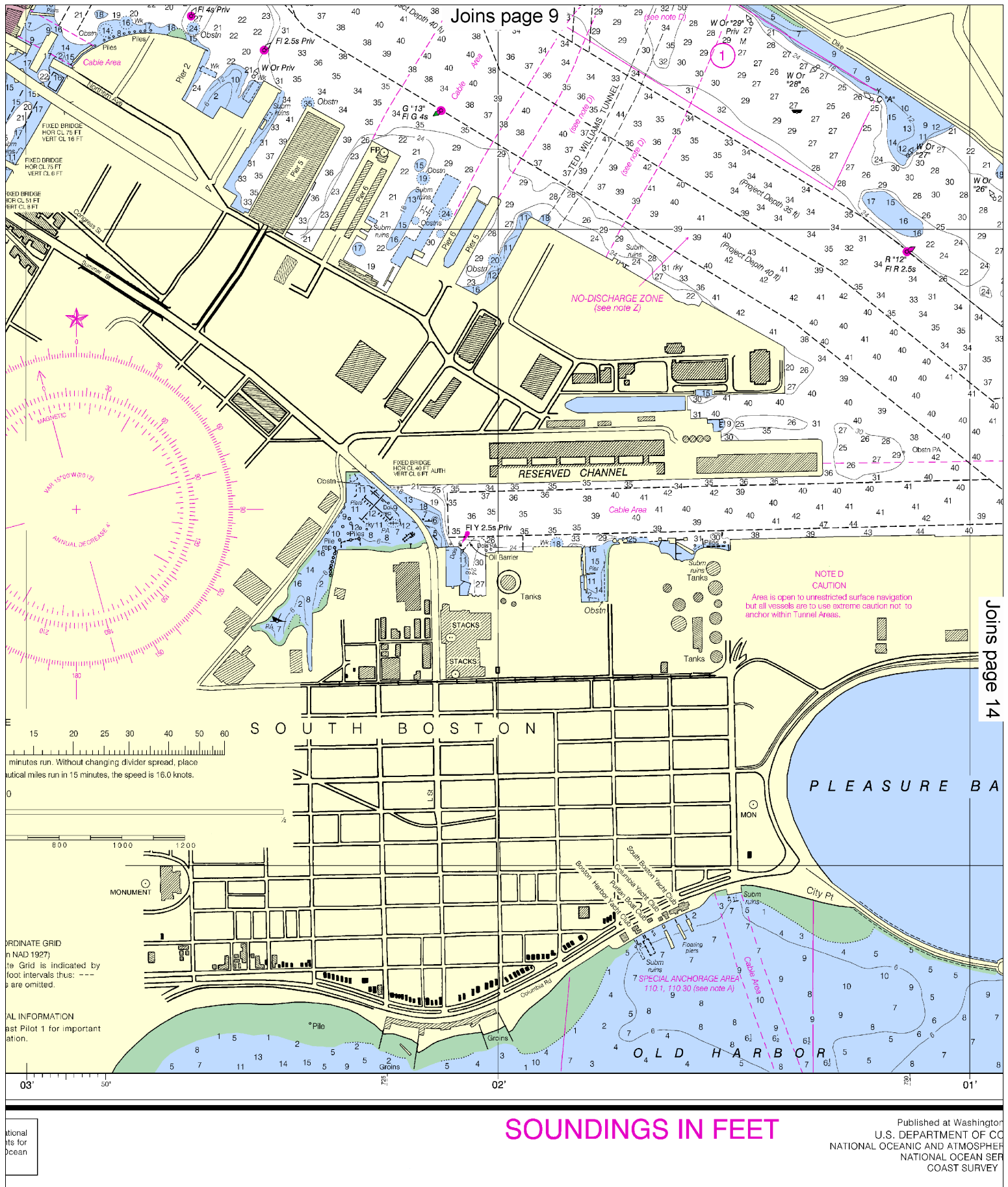
Printed at reduced scale.

SCALE 1:10,000

See Note on page 5.







Joins page 10

Joins page 13

BAY

Spectacle I

71°

59'

ENT OF COMMERCE  
ATMOSPHERIC ADMINISTRATION  
OCEAN SERVICE  
ST SURVEY

U.S. DEPARTMENT OF COMMERCE  
ATMOSPHERIC ADMINISTRATION  
OCEAN SERVICE  
FISHERY SURVEY

14

Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:10,000~~  
Nautical Miles

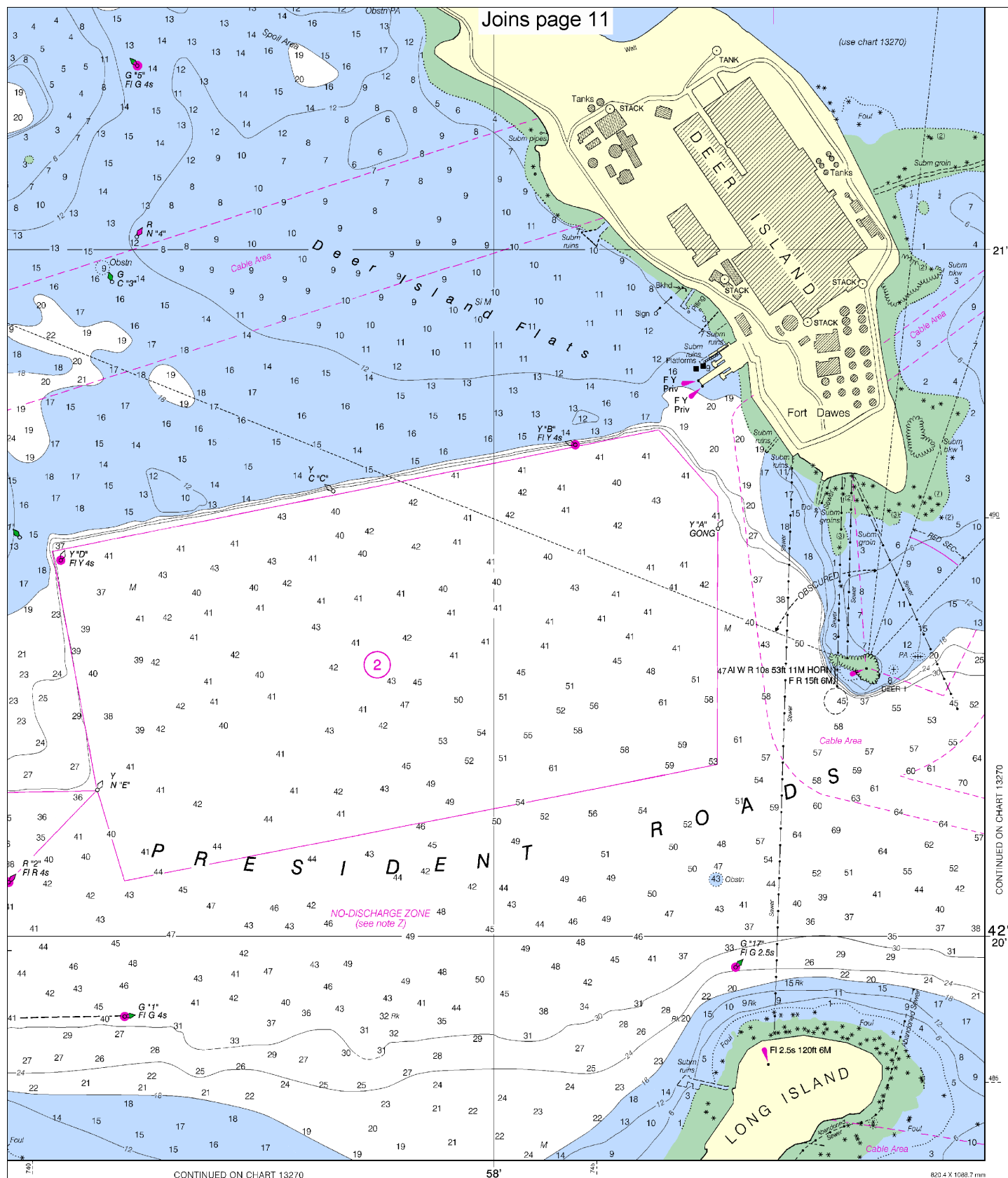
See Note on page 5.

Nautical Miles

0  
Yards

Cluster	Number of genes (approx.)
1	1150
2	1050
3	350
4	300
5	250
6	200
7	200
8	200
9	200
10	200
11	200
12	200





CONTINUED ON CHART 13270

42  
20

485

ED. NO. 52

NSN 7642014010419

NSN 764201 4010419

U.S. GSA REFERENCE NO. 134H413272

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Boston Inner Harbor  
SOUNDINGS IN FEET - SCALE 1:10,000

13272

15



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



— For the latest news from Coast Survey, follow @nauticalcharts



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker